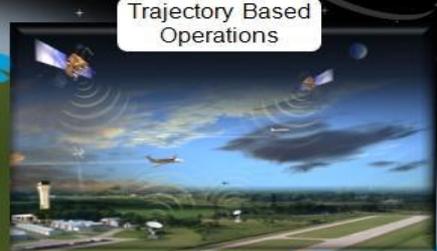
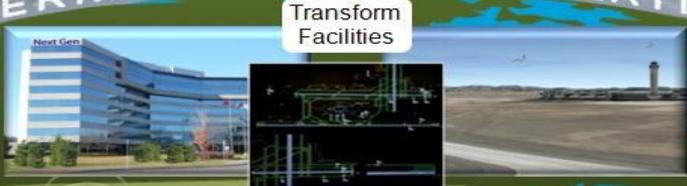


NextGen 2025 OV-1

INTERNATIONAL HARMONIZATION



| Net Centric Operations | | | | | | | | | | | |
|--|------------------------------|---------------------------|-------------------------|-----------------------------|---------------------|--------------------------------|--------------------------------|-------------------------------------|-------------------------------------|----------------------------------|------------------|
| SOA CORE SERVICES | | | | SUPPORT SERVICES | | ENTERPRISE GOVERNANCE | | ADMINISTRATIVE SERVICES | | | |
| Messaging Services | Interface Management | Security Service | Enterprise Services Mgt | Collaboration Services | Content Management | Data Acquisition | SOA Governance | Run-time Management | Data/Network Support Services | Services Provisioning Management | Training Support |
| ENTERPRISE WIDE OPERATIONS (NATIONAL) | | | | | | | | | | | |
| System & Services Analysis | System & Services Management | Safety Management Service | Trajectory Management | Flow Contingency Management | Capacity Management | Flight & State Data Management | Weather Information Management | Aeronautical Information Management | Surveillance Information Management | | |

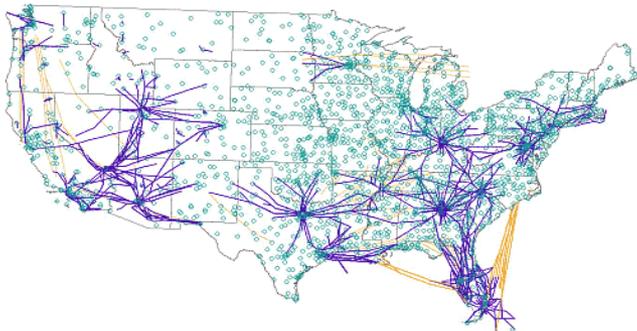


NextGen Implementation

To achieve its NextGen goals of increasing NAS capacity and efficiency while simultaneously improving safety, reducing environmental impacts, and increasing user access to the NAS, the FAA is implementing new Performance-Based Navigation (PBN) routes and procedures that leverage emerging technologies and aircraft navigation capabilities

- PBN is comprised of Area Navigation (RNAV) and Required Navigation Performance (RNP) and describes an aircraft's capability to navigate using performance standards.
- RNAV enables aircraft to fly on any desired flight path within the coverage of ground- or spaced-based navigation aids, or within the limits of the capability of aircraft self-contained systems, or a combination of both capabilities.
- RNP is RNAV with the addition of an onboard performance monitoring and alerting capability.
- Certain RNP operations require advanced features of the onboard navigation function and approved training and crew procedures. These operations must receive approvals that are characterized as Authorization Required (AR), similar to approvals required for operations to conduct Instrument Landing System Category II and III approaches

Purple – RNAV SID/STARs
 Yellow – RNAV En Route
 Green – Airports with RNAV or RNP Approaches



ADS-B



CATMT



Data Comm



NNEW



NVS



AIRE



SWIM